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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

CD NO.

COUNTRY	Germany (Russian Zone)	DATE DISTR	4 August 1950
SUBJECT	Construction of the Berlin Outer Freight Ring	NO. OF PAGES	2
25X1C PLACE ACQUIRED	[REDACTED]	NO. OF ENCLS. (LISTED BELOW)	1* (1 map)
DATE OF INFO.	[REDACTED]	25X1X SUPPLEMENT TO REPORT NO. 697307	

SOURCE

1. The permanent way from section kilometer station 8.0 to 6.5 on the Parow (K 53/4.96)-Schoenwalde (K 53/4.86) section of the Berlin outer freight ring was completed by 12 April 1950. Excavating work was in progress on the section from station 6.5 to 5.3. The work on this five-meter cut will take at least four weeks. Plans call for the installation of two tracks over this section, making the line suitable for passing. (1).
2. Additional blasting on section kilometer station 5 is expected within the next two weeks. The Soviet Construction staff has not disclosed the scheduled date for blasting.
3. All work except some ballasting has been completed on the section kilometer station 4.7 to 2.7.
4. The permanent way and all culverts except one have been completed on the section from kilometer station 2.7 to 1.9. Track has not yet been laid.
5. The permanent way on the section from kilometer station 1.9 to 0.6 is practically finished. Track is to be laid as far as kilometer station 2.5. Track laying operations have been completed as far as station 0.7.
6. The bridge over the Spree River has been completed. (2)
7. The Parow crossing point has been completed and has been used by the Berlin Interurban Railway since 4 April 1950. (3)

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8. The Karow-Sperzahn section has been completed.
9. A southern connecting curve is under construction near Blankenburg. An additional approach track to the Blankenburg railroad station is being built. Preparations are being made for the construction of a bridge at the intersection of a road with the southern connecting curve.
10. Soviet trucks [REDACTED] all driven by Germans, were used on the project. (4)
11. The main working place was near Schoenberlinde (H 53/4 86) on 29 April 1950. The Kallenbach Construction firm was in charge of all activities. In addition to 800 apprentices from all railroad ropeir shops, and railroad workers from the Berlin railroad district, about 2,000 laborers are employed on the project. Six excavators are also used. The line could not be opened on 1 May 1950 because of unexpected difficulties in moor blasting.

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- 25X1A (1) [REDACTED] Comment: For blueprint showing the state of the Karow-Schoenwalde railroad section now under construction, see annex.
- 25X1A (2) [REDACTED] Comment: This bridge was built by Soviet railway engineer troops. Technical data are not yet available.
- 25X1A (3) [REDACTED] Comment: Built for the crossing of the Berlin interurban railroad tracks.
- 25X1A (4) [REDACTED] Comment: Assigned either to the SCC or to GORO.

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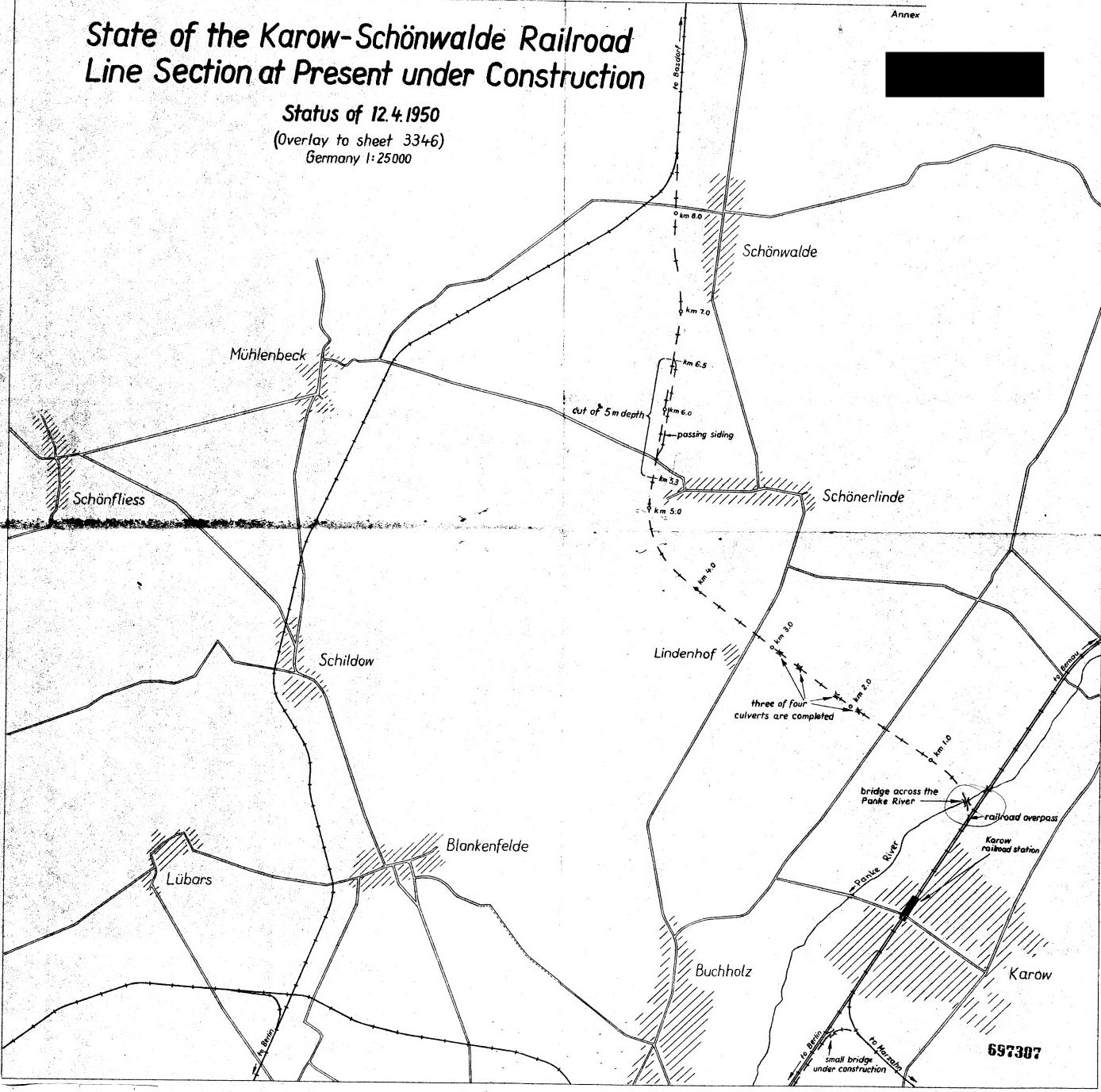
Annex

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State of the Karow-Schönwalde Railroad Line Section at Present under Construction

Status of 12.4.1950

(Overlay to sheet 3346)
Germany 1:25000



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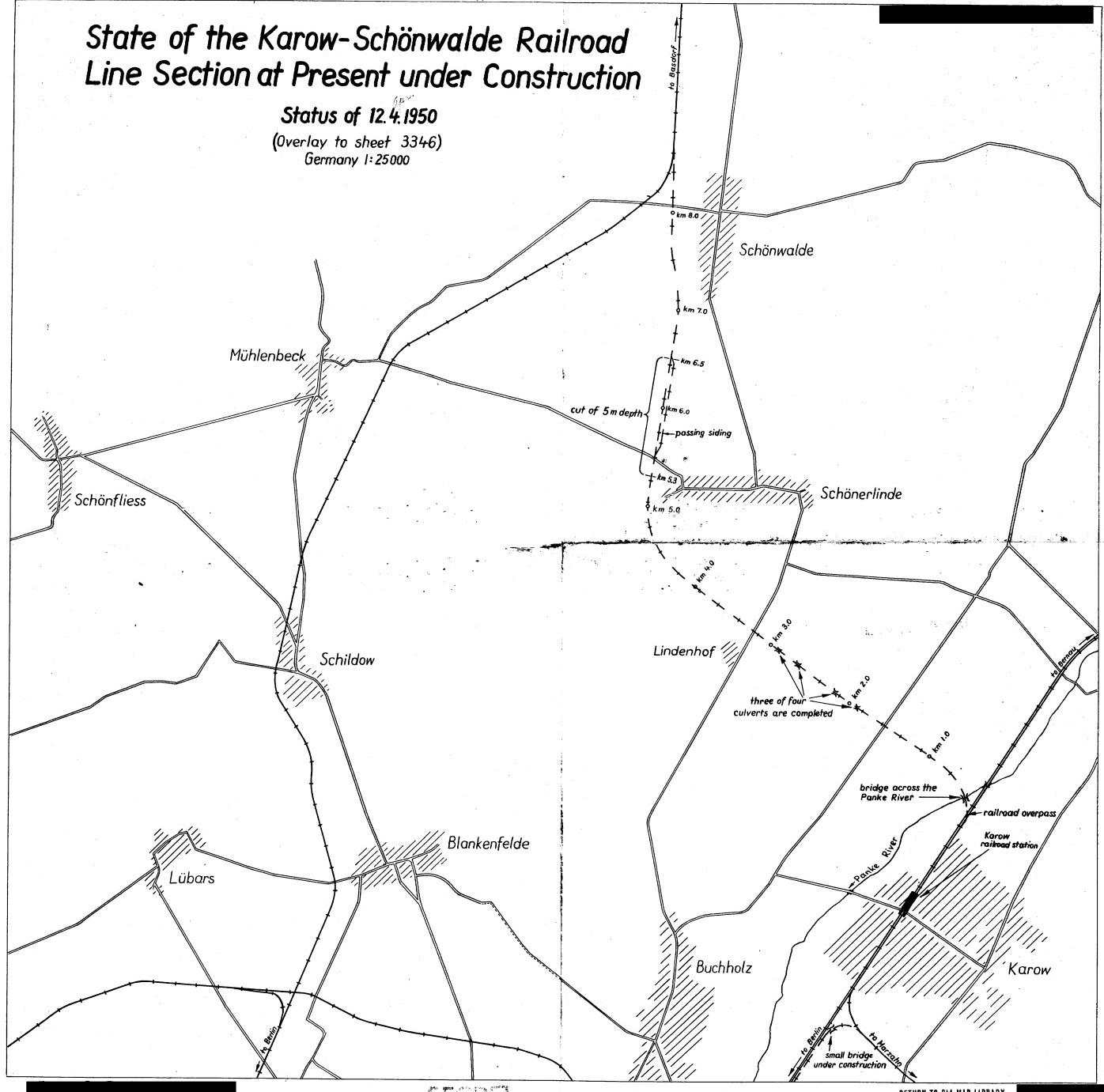
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State of the Karow-Schönwalde Railroad Line Section at Present under Construction

Status of 12.4.1950

(Overlay to sheet 3346)
Germany 1:25000



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